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Northumberland Local Plan: Core Strategy Pre Submission Draft (October 2015)

Representation Form

This is the form for making representations on the Northumberland Local Plan: Core Strategy Pre Submission Draft.

Consultation will begin on **14th October 2015 for 6 weeks and end at midnight on 25th November 2015**. Representations received after this date cannot be considered.

Representations submitted online are preferable; however forms can be submitted by email or post to the address below. Only representations received within this period have a statutory right to be considered by the Inspector at the subsequent examination.

If you wish to submit a representation on the Plan, please either complete a form at http://northumberland-consult.limehouse.co.uk/portal/planning/core_strategy/cspds or complete and return this form to either the postal or email address shown below.

1. All respondents need to provide their personal details.
2. Representation must be on the basis of the 'soundness' or legal compliance of the Plan. Please read the guidance note for further details.
3. It is recommended that groups that share a common view send a single representation rather than multiple copies. Please attach a list of the contact details of each person (include names, addresses, emails, telephone numbers and signatures) who supports the representation.
4. Separate forms should be completed for each representation.
5. By completing this form you agree to your details being shared and your name and comment (but not your address or other personal details) will be made available for public viewing. These representations cannot be treated as confidential.

Please expand the boxes as necessary or attach additional sheets. If attaching additional sheets, please clearly mark these with the part of the document the representation relates to and your name.

Section 1

| | 1. Personal Details | 2. Agent Details (if applicable) |
|---------------------|----------------------|----------------------------------|
| Title | Chair, SENRUG | |
| Name | Dennis | |
| Organisation/ group | Fancett | |
| Address 1 | 34 Front Street East | |
| Address 2 | Bedlington | |
| Address 3 | | |
| Address 4 | | |
| Post Code | NE22 5AA | |
| Telephone number | 01670 825500 | |
| E-mail address | chair@senrug.co.uk | |

If you are replying on behalf of a group, how many people does it represent (where applicable, see point 3 above)

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Section 2

3. To which part of the Plan does your representation relate?

| | |
|------------------|---|
| Paragraph number | 9.32 through to 9.38 and supporting texts in Sections |
| Policy number | 44 (and to a lesser extent 62) |
| Figure | 3.2 |
| Appendix | |

4. Do you consider that this part of the Plan meets the legal and procedural requirements?

Yes

No

5. Local Planning Authorities should submit a plan for examination which is considered to be 'sound'. To be sound, the plan must be positively prepared, justified, effective and consistent with national policy. Do you consider this part of the Plan has met these tests?

Yes

No

If you have entered 'no' to 4 or 5, please continue to 6. In all other circumstances, please go to 7.

6. Do you consider this part of the Plan to be unsound because it is not:

| | | | |
|---------------------|-------------------------------------|---------------------------------|--------------------------|
| Positively prepared | <input checked="" type="checkbox"/> | Justified | <input type="checkbox"/> |
| Effective | <input type="checkbox"/> | Consistent with national policy | <input type="checkbox"/> |

7. Please give details of why you consider this part of the Plan is not legally compliant or sound or if you wish to support the legal compliance or soundness of the Plan please also use this box to set out your comments.

Policy 44 is not worded strongly enough to adequately fulfil the aspiration stated elsewhere in the document (principally 9.34 to 9.38 but also various places in Sections 2, 3 4 and 5). In particular, the current wording does not:

- adequately address the need to protect potential station sites on the Ashington Blyth & Tyne railway line from development (the only reference to station sites in the policy as currently worded is in the context of stations on disused lines; the Ashington Blyth & Tyne line is a working freight line and can not therefore count as disused).
- adequately address the need to protect (except Bedlington to Morpeth which is explicitly mentioned) possible further extensions of passenger services on a successfully opened Ashington Blyth and Tyne line namely a) Newsham to Blyth town centre, b) Woodhorn to Newbiggin and c) Ashington to Widdrington, Alnmouth and further north via the Butterwell line and a new north to east junction at Stobswood
- safeguard from development land that might be needed for a future double tracking of the currently single track section of the Ashington Blyth & Tyne line (County boundary to Newsham and Ashington to Stobswood)
- contain any aspiration to improve passenger services on the East Coast Main Line such as a Morpeth to Berwick local service with various local stations re-opened (similar to that being developed by Transport Scotland between Berwick & Edinburgh), despite the plan's commitment to develop tourism and leisure in the north of the county, which would be strongly supported by a local rail service.

(continued next page)

- contain any aspiration to extend the Metro service from Newcastle Airport to Ponteland

The wording of para 9.36 needs to be augmented to include Newsham to Blyth, Woodhorn to Newbiggin, and Newcastle Airport to Ponteland.

(Please continue on a separate sheet / expand box if necessary)

8. Have you raised this issue during previous consultation on the Core Strategy?

Yes

No

If you have answered 'no' please explain why this issue has not been raised before:

SENRUG is a voluntary group and its volunteers sometimes lack the time capacity to respond to consultations so it is not always possible to respond to every consultation the Council issues.

However, SENRUG's policy objectives are well known, clearly stated on its website, are often reported in the local press and are discussed informally with both Councillors and Council officers as opportunity permits. It is our understanding the Council broadly supports our objectives subject to funding constraints. SENRUG therefore wishes to ensure the ability to achieve the objectives is safeguarded through specific inclusion in the core strategy document

(Please continue on a separate sheet / expand box if necessary)

9. Please set out what change(s) you consider necessary to make the Plan legally compliant or sound. You will need to say why this change will make the Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording for any policy or text.

Changes are needed to **para 9.36** to include Newsham to Blyth, Woodhorn to Newbiggin, and Newcastle Airport to Ponteland, in pursuit of the Council's transport infrastructure objectives.

Changes are needed to **Policy 44** to strengthen it therefore making it positively prepared so it explicitly achieves the Council's objectives stated elsewhere in the strategy. Suggested rewording of Policy 44 is below with changes / additions **highlighted in yellow.**

Rail transport and safeguarding facilities

A key priority of the Council is to secure the future reintroduction of passenger rail services on the Ashington, Blyth and Tyne railway line, provided that any significant adverse impact on the environment and communities can be mitigated. Development which would prevent the reintroduction of passenger rail services **along with associated stations and associated facilities and access to them from adjacent highways**, and continued rail freight use of the Ashington, Blyth and Tyne railway line, its associated branch lines (including the branch line from Bedlington to Morpeth via Choppington, and the Butterwell line north of Ashington) and supporting infrastructure will not be permitted.

Development that would prevent the subsequent double-tracking of the currently single track sections of the Ashington Blyth & Tyne line from the County's southern boundary to Newsham, or on the Ashington to Buterwell line will not be permitted

Development that would facilitate the creation of a north to east facing junction between the East Coast Main Line and the Butterwell line north of Ashington will not be permitted.

Continued next page

Development which would prevent the reintroduction of passenger rail services on the following lines will not be permitted:

a. Former railway track bed between the Ashington Blyth & Tyne Line at Woodhorn and Newbiggin-by-the Sea.

b. Former railway track bed between the Ashington Blyth & Tyne line north of Newsham station and Blyth Town Centre via either of the two former routes (including potential alternative routes where prejudicial development has already occurred).

ac. South Tynedale Railway linking the North Pennines AONB and South Tynedale with the Tyne Valley Line at Haltwhistle; and

ad. Aln Valley Railway linking Alnwick with Alnmouth.

e Former railway track bed between Newcastle Airport Metro station and Ponteland.

The route and alignment of disused railway lines, together with land identified for potential stations will be safeguarded. Development which would prejudice their future use for passenger and freight transport will not be permitted unless the benefits of the development outweigh the importance of the retention of the facilities for future use.

The Council will support proposals for the use of such routes for walking and cycling, where it will safeguard them for future rail use.

Existing rail freight facilities will be safeguarded, including:

c. Battleship Wharf, Port of Blyth;

d. Rio Tinto Alcan facilities:

i. Aluminium Smelting Plant; and

ii. Lynemouth Power Station;

e. Alumina handling facilities, Port of Blyth; and

f. Tweedmouth Goods Yard.

Infrastructure associated with the transport of minerals will also be safeguarded.

The Council will work with rail and public transport operators and local communities to maintain and develop existing rail services and connections including along the East Coast Main Line and promote the development of public transport interchanges at key locations along the main East Coast Main Line, including Berwick upon Tweed, and the Tyne Valley rail line.

Support will be given to proposals to improve the flow of passengers and freight by rail, including:

i. Improvements to car and cycle parking provision at stations;

ii. Improvements to the frequency and quality of passenger rail services stopping at Northumberland stations;

iii. Improvements to station facilities provided that they would not result in an unacceptable impact on the environment and communities.

Development which would prejudice the retention of these facilities will not be permitted unless the benefits of the development outweigh the importance of the retention of the facilities.

(Please continue on a separate sheet / expand the box if necessary)

Please note your representation should cover all the information evidence and supporting information necessary to support/justify the representation and the suggested change.

10. If your representation is seeking a change, do you consider it necessary to participate in the Independent Examination? (Please note that the Planning Inspector will make the final decision on who will be invited to attend individual sessions at the Examination)

Yes

No

11. If you wish to participate in the Independent Examination, please outline why you consider it to be necessary?

(Please continue on a separate sheet / expand box if necessary)

Section 3

Please tick the box if you would like to be notified at an address/email address of the following:

- The submission of the Northumberland Local Plan Core Strategy for Independent Examination;
- The publication of the recommendations of any person appointed to carry out an Independent Examination of the Northumberland Local Plan Core Strategy (the Inspector's Report); and
- The adoption of Northumberland Local Plan Core Strategy.

Please sign and date this form

Signature: *Dennis Fancett*

Date: *20th November 2015*

The Council would prefer it if you made your representation online, via the interactive website at: http://northumberland-consult.limehouse.co.uk/portal/planning/core_strategy/cspds

An electronic version of the representation form can also be found at the above address. Hard copies of the representation form are also available from Council Offices, Information Centres, libraries and the drop in events taking place across the County. Details of the drop in events are available on the Council's website at: corestrategy.northumberland.gov.uk

Representation forms submitted by e-mail or post should be directed to:

Email to: PlanningStrategy@northumberland.gov.uk

Or post to: Planning and Housing Policy Team
Planning, Economy and Housing
Northumberland County Council
County Hall
Morpeth
Northumberland
NE61 2EF

Closing date for responses – midnight on 25 November 2015